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1897.

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THE HONGKONG DISPENSARY.

Hongkong, 16th April, 1897.

The Daily Press.

HONGKONG, JUNE 29th, 1897.

We do not know how the Light-Days Commission is proceeding with its inquiry, nor how the members regard the doctrine enunciated by the officials, viz., that the port exists for shipping the cost of government should be borne by shipping, but we would venture to bring to their notice the decree by which port dues have just been abolished at Macao and the explanatory note setting forth the reasons which have induced the Government in taking that step. The decree, which is dated the 30th April last, contains provisions relating to other Portuguese possessions besides Macao, and is preceded by a long explanatory note. The portion of this explanatory note which relates to Macao is reproduced in the *Echo Macaense* of the 20th June. It commences by referring to the opening of the West River, to Portugal's right to participate in the trade under the favoured nation clause, and to the favourable geographical position of Macao in respect of it. "Two obsolesces, however, oppose the future prosperity of Macao," the note continues, "one of them being the silting up of the harbour and the other the tonnage dues." The former cannot be immediately removed, but it is less harmful than the latter, for the harbour is in any case accessible to vessels of light draught. Tonnage dues have already been driven from Macao the vessels trading with Pakhoi and Hoilow and have produced a diminution of 53 per cent. in the vessels entering the port, as shown by the statistics of trade "included in the census return of 1895." Under these circumstances, it is considered desirable to abolish the tonnage dues so far as regards vessels arriving from Hongkong and the ports of China. No prejudice to the treasury need be feared from this step, the explanatory note says, because the amount formerly derived from tonnage dues will be more than made up by the development of traffic resulting from the numerous vessels that will arrive from the ports now opened to trade, which will greatly augment the colonial revenue.

Perhaps the officials who are consumed with a desire to tax shipping may look upon Macao as an insignificant competitor that may safely be ignored. Macao looked upon Hongkong when it was established as a British colony in precisely the same light, and in the Portuguese publications of that day may be found arguments bearing a remarkable similarity to those now made use of by Hongkong officials with reference to the advantages of geographical position and the fact of trade having become, as was supposed, rooted in the place. The history of Macao's decadence should act as a warning to Hongkong. The Portuguese Government is now awaking to a recognition of the

errors of the past and if it has the energy to steadily pursue a course of improvement while Hongkong imposes burdens on shipping, there can be no doubt that Macao will capture a large share of the trade that now centres at Hongkong. Not only has tonnage dues been abolished at Macao, but the dredging of the harbour has been commenced, and though there is not much prospect of rendering the harbour accessible to ocean liners unless works of much greater magnitude than those at present in contemplation are undertaken, coasting boats as well as river steamers will thereby be induced to make use of the port. The trade with Pakhoi and Hoilow formerly centred at Macao, and if Hongkong continues to levy dues on shipping while Macao exists as a free port and improves her harbour, there seems no good reason why the trade should not return there. And, as trade attracts trade, the transfer of one line to Macao would encourage the transfer of others. While Macao levied tonnage dues largely in excess of those levied at Hongkong the contention of the officials that an impost of two and a half cents a ton would not keep a single vessel away from Hongkong carried with it some plausibility, but with an absolutely free port competing with us at our very doors the argument has ceased absolutely to have any validity. It is a moral certainty that under the new conditions an impost of two and a half cents a ton will keep a certain number of vessels away from the port, and an impost of even one cent a ton would have a tendency in that direction. The best thing the Government could do would be to abolish the tonnage dues altogether.

THE case of the QUEEN against GUNDA SINGH and two others, all three gunners in the Asiatic Artillery stationed at Lyefoon Fort, who were charged with, and finally convicted of, a pecuniarily atrocious specimen of the offence known as "wounding with intent to inflict grievous bodily harm," occupied the Supreme Court for three long days and was only concluded on Saturday night about nine o'clock. The case for the prosecution alleged the assault upon BISAGAT SINGH to have been committed close by the Reverse battery between nine and half past on the night of the 29th April. To meet this case three of four of GUNDA SINGH's comrades came forward and swore that he was in the Fort with them from seven till ten o'clock that night. One of them swore he saw him come in at seven with two comrades, carrying vegetables, and that he looked at the clock and noticed it was at seven; and the two comrades were called to corroborate this and prove he never afterwards left the Fort but was present at roll call at ten o'clock. The jury, however, unanimously found the three men guilty, and disbelieved the evidence of those called to prove the *alibi*; which is not at all surprising, seeing that, as the Attorney-General pointed out, GUNDA himself stated he got to the Fort, which is situated at some distance from the Reverse battery, at eight o'clock, a fact these called to prove the *alibi* had apparently overlooked. One of those witness was a man named HERA SINGH, and the

Surbhadar proved that HERA was in Hongkong and returned with him that night to Lyefoon Fort in a launch which did not leave Hongkong till eight o'clock, while the Havildar proved that he gave HERA permission to go to Hongkong that day at four o'clock and sent a message by him to the Reverse battery, at eight o'clock, a fact these called to prove the *alibi* had apparently overlooked. One of those witness was a man named HERA SINGH, and the

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We learn from a *Telegraph* that the *Advertiser* has purchased the entire plant of the *British Sun Printing Office* together with the goodwill. The *Advertiser* and *Sun* will cease publication at the end of this month, and their place will be taken on July 1st by the *Argus* Press, which will be published daily.

Referring to the departure for home of Judge Lethbridge, we learn, the *Argus* says: "It is probable we shall not see him again in Japan again, as he has not put in over 30 years of his Eastern service for the Crown and is entitled to retirement and a pension. In the case Mr. H. S. Wilkinson would receive substantive rank as Judge in H.M. Court for Japan."

Mr. H. B. Lethbridge, Superintendent of Victoria Gaol, has been appointed Deputy Governor of Borstal convict prison, Kent.

The information was contained in a letter which a gentleman in the colony received from Mr. Lethbridge by the English mail, and he had undertaken for some time the vacant position of Superintendent of the Gaol would be combined with that of Po.

The *Bangkok Times* of the 18th June says:

We regret to announce the death of Mr. William F. Falconer, who succumbed to an attack of dysentery last night. Mr. Falconer was a native of Fife (Scotland), and came out to the East Indies in 1868 to join the staff of the Bank of Calcutta. From there he was transferred to the Hongkong Branch of the same Bank, his connection with the Chartered Bank extending over a period of about twenty years. About two years ago he was promoted to the rank of manager, and started an insurance business on his own account in Calcutta. He came to Hongkong in 1883, and settled in Macao as an auditor and accountant. He leaves a widow and a daughter in Calcutta. The funeral takes place at the Protestant Cemetery this evening.

In the Education Report for 1896 Dr. Ellet

— "There is abundant evidence to indicate that there is a progressive movement at work and that the old prejudice of the Chinese people against female education is giving way, as far as Chinese education is concerned. But as regards bringing the Chinese girls of the Colony under the influence of an English education, the difficulties are many. In this Colony there are scores of those who have them well educated English, with the sole exception of those who have been abroad for many years, the old prejudice, viz., that fear that an English education would instill in the minds of Chinese girls a desire for liberty and independence incompatible with the subordinate status of Chinese society assign to them. 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NOTICE OF FIRMS.

NOTICE.

M. AHMEDBHOT G. BURAI will leave this Colony shortly and the business of our Firm will be continued by Mr. MOHAMMADALLY M. GUHMIRAH JUNIATI, who authorizes us to give the following Order:—

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1525

THE FRENCH MAIL.

The British steamer *Zulu* left from New York 1st May, for Singapore, Madras and Calcutta in late S. N., arrived and started from S. W.

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The British steamer *Udhuvar* from London 10th

THE NAVIGATION AND MAIL CONTRACTS OF THE CHINESE TRADE.

NOTICE TO CONSIGNEES
FROM HAMBURG, PENANG, AND
SINGAPORE.

THE Steamer

"SENIA".
Captain T. Voss, having arrived from the above ports. Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optical cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY.

Any cargo impounding his discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 1st July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst.

No Fire Insurance has been effected.

SEIDENSMEN & CO., Agents.

Hongkong, 25th June, 1897. [1455]

OCEAN STEAMSHIP COMPANY

CONSIGNEES per Company's Steamer

"MYEMIDON".
are hereby notified that the cargo is being discharged into Craft, and/or stored at the Godowns of the Undersigned, whose name it will be of Consignees' risk. The cargo will be stored for delivery from Craft or Godown on receipt after the 24th inst.

Goods undelivered after the 3rd July will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 3rd July.

BUTTERFIELD & SWINE, Agents.

Hongkong, 25th June, 1897. [1451]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MALACCA".
FROM ANTWERP, LONDON, GIBRAL-
TAR, AND THE STRAITS.

Contractors of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on board:

From Madras, 100 S. S.

Original goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 30th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns of the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. EITCHIE,
Superintendent.

Hongkong, 24th June, 1897. [1452]

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rabatino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamer
"KUTUMBO".
having arrived from the above ports. Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No claims will be admitted after the 24th inst. and all claims must be left in the Godowns of the Godown Company before noon on the 30th July, or they will not be recognized.

No Fire Insurance has been effected and any goods remaining in the Godowns after the 3rd July will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.

Hongkong, 25th June, 1897. [1453]

STEAMSHIP "MELBOURNE".

COMPAGNIE DES MESSAGERIES
MARTIMES.

NOTICE.

CONSIGNEES OF cargo from London and
Havre, ex. a. Sep. and 7th d'Avril,
in connection with above Steamers, are hereby
informed that their Goods are being landed
and sorted at their risk into the Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained immediately after landing.

Optical cargo will be forwarded on unless
intimation is received from the Consignees
before 11 A.M. TO-DAY (TUESDAY), request-
ing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned.

Goods remaining unclaimed after TUESDAY,
the 29th inst., will be subject to rent and landing
charges.

All claims must be sent in to me on or before
TUESDAY, the 29th inst., or they will not be
recognized.

All damaged packages will be examined on
TUESDAY, the 29th inst., at 4 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th June, 1897. [1454]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MIRZAPUR".
FROM BOMBAY, COLOMBO,
AND STRAITS.

Consignees of cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in
the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, Kowloon,
whence consignment will be sorted out mark
by mark and delivery can be obtained as soon as
the goods are landed.

This vessel brings on board:

From London, ex. s. Vellu.

From Australia, ex. s. Ocean.

From Persian Gulf, ex. s. Parrot and
Kite.

Optional goods will be landed here unless
instructions are given to the contrary before
4 P.M. to-day.

Goods not cleared by the 30th July, at
4 P.M. will be subject to rent.

No Fire Insurance will be effected by me
in any case whatever.

All damaged packages must be left in the
Godowns of the Godown Company, which
obtained from the Godown Company here, after
ten days after the vessel's arrival here, after
which no claims will be recognized.

H. A. EITCHIE,
Superintendent.

Hongkong, 25th June, 1897. [1455]

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamer

"PENEDDI".
Captain Penfield will be despatched as above

TO-MORROW, the 30th inst.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th June, 1897. [1456]

"FOR NEW YORK.

"CLAN MACKENZIE".
Captain Iddes, having arrived will land here

for the above port and will have quick despatch

For Freight apply to the Agency of the Company

ARNOLD KARBERG & CO.

Hongkong, 12th June, 1897. [1453]

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY
LIMITED.

FOR CHIEFOO AND YIENTSIN
VIA SUEZ.

THE Company's Steamer

"KWEIYANG".
Captain T. Voss, will be despatched as

above TO-DAY, the 29th Inst. at NOON.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Hongkong, 25th June, 1897. [1457]

INDO-CHINA STEAM NAVIGATION
COMPANY LIMITED.

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Company's Steamer

"CHEILINDA".
Captain R. Case, will be despatched as above

TO-DAY, the 29th Inst. at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATTHIESON & CO.,
General Managers.

Hongkong, 25th June, 1897. [1458]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MELBOURNE".
FROM THE UNITED STATES.

Contractors of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on board:

From Madras, 100 S. S.

Original goods will be landed here unless

instructions are given to the contrary before

4 P.M. TO-DAY.

Goods not cleared by the 30th instant, at

4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged packages must be left in the

Godowns of the Godown Company within ten

days after the vessel's arrival here, after

which no claims will be recognized.

H. A. EITCHIE,
Superintendent.

Hongkong, 25th June, 1897. [1459]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NIPON YUSEN KAISHA".
FROM CHINA.

FOR SAMARANG AND SORABATA.

THE Company's Steamer

"SLANTIAN".
Captain T. Voss, will be despatched as above

TO-MORROW, the 30th Inst.

For Freight, apply to

BUTTERFIELD & SWINE.

Hongkong, 25th June, 1897. [1453]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NIPON YUSEN KAISHA".
FROM CHINA.

FOR SAMARANG AND SORABATA.

THE Company's Steamer

"NIPON YUSEN KAISHA".
FROM CHINA.

FOR SAMARANG AND SORABATA.

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"NIPON YUSEN KAISHA".